



# FIAT Month

The official publication of the Fiat Car Club of Victoria Inc.

[www.fiatclub.org.au](http://www.fiatclub.org.au)

**MAR 2021**

**Dante Giacosa –  
the Father of the Fiat 500**

**X19 Raduno**







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**MAR 2021**



Club Meetings are held at 8pm  
on the second Thursday of each  
month at:

The Veneto Club  
191 Bulleen Rd, Bulleen VIC 3105



#### Front cover:

Marcus Bartlett's 500 Giardiniera  
Frank Marinelli's 500X  
See Dante Giacosa article

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#### FIATmonth Editorial Committee

Lyn Bartold – Editor  
Roger Beattie  
Joanne McLean – Layout/Design  
Phil Beattie – Print Quality Control  
Peter Bartold – Advertising

#### FIATmonth deadlines

5th of the month prior to publications.  
Next issue: May 2021  
Deadline: 5th April 2021





2020-21

# THE CLUB COMMITTEE

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## Social Co-ordinators

Mario Di Censo; Paul Pozzobon  
M: 0419 171 661; M: 0418 552 290

## Vintage & Veteran

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Joe Sammut  
M: 0412 211 581

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Ralph Di Censo  
M: 0438 232 875

## General Committee

Frank Marinelli  
M: 0411 511 679

## NON-COMMITTEE POSITIONS 2020-21

### MSCA Delegate

Mark Rae

### CAMS Delegate

Paul Freame

### Supper Organiser

Paul Pozzobon

### AOMC Delegate

Peter Kerr

### Property Officer

David Judd

### Library

Bruce McCann

^Where no email has been indicated, the committee member can be emailed via secretary@fiatclub.org.au

## LIFE MEMBERS



Perc Delmenico\*  
David Plummer\*  
Graeme Shephard\*  
Richard Carlson  
Barry Ellis  
Noel Tyzack  
Peter Bartold

Lyn Bartold  
William Freame  
Colin Templer  
Jon Carroll  
Robert Judd  
Debra Judd  
Phillip Buggee

Jan Coward  
Shirley Clark  
Stephen Mayer\*  
Richard Unkles  
Ian Payne  
David Hughes  
Keith Ellis

Alana Freame  
Harry Baker\*  
David Judd  
Sebastian Bongiorno  
\*deceased

Life Member and Patron — Peter Bartold

## SERVICE AWARD MEMBERS

Sandro Cesario  
Jonathan Crellin  
Bob Durrant  
Frank Fazio

Paul Freame  
Stuart Granger  
Bruce McCann  
Danny Petterlin

Mark Rae  
Tony Romeo  
Joe Sammut

Gary Spencer  
Shayne Williams



This is my updated Editor's Report as in my first effort I was enthusing about the fact we have been able to hold our first "live" General Meeting in a year and Annual events such as the X19 Raduno and the Toscano's Big Tomato Day that was coming up in a couple of weeks. I am back at the computer again because at midnight last night we returned to Stage 4 Lockdown for the next 5 days, putting a number of coming events at risk. We had already moved the Tomato Day back 2 weeks but decided that the chances of being able to host more than 15 people at our home by then was very unlikely so it is an event that will not happen this year. There are a few others that we will have to "wait and see" how things develop as to whether they go ahead or not.

The bright side is that we still have a number of events on our calendar in the next month that have a good chance of going ahead. We have decided that we will hold a Yarra Valley Picnic to replace our Tomato Day in the next few months, so we still have events to look forward to. Really, what all this says to us is that nothing is set in concrete and can change very quickly during this pandemic.

We are optimistic that we will be able to hold our General Meeting and dinner in the bistro, before the meeting, at the Veneto Club, in the months to come. We are limited to no more than 72 in the Gondola Room for meetings at present and to ensure that don't reach the limit

## From the Editor...

and have to turn people away, bookings will be required. We have an excellent system with Eventbrite which is an online bookings platform. A Fiat Pronto email out, prior to the meeting will give you a link to click on and that takes you to the booking. Anyone who is having difficulties or does not use email can contact any of the committee and we can book you in. This system will be used for most events from now on and it will make the job of organising an event much easier. It should prevent members turning up unannounced which can cause difficulties for organisers. With all future events having to conform with COVID rules and number restrictions, pre-booking will become the norm.

With the uncertainty of these COVID times, there is even more need for

us to use Fiat Pronto to keep our members up to date with what is happening. Make sure you open them in your emails and read what the content – we receive regular updates from Mailchimp to inform us of how many recipients opened each mail out and the number is often very disappointing.

Allora.... keep yourself informed and up to date with what your club is doing and get involved with what we are offering. You will read in the Membership Page that we now have over 600 members – a new record and we would love to see as many of you as possible at some stage throughout the coming year. Keep informed, keep active and keep safe!!

## My Pic of the month

'My' X19 (just as well I have that wonderful man at Officine icsunonove to look after it for me!!) and I heading off on the X19 Raduno. I drove the 300km round trip on my own and loved it (I did have some company between Murchison and Woodend, with Sandro's friend, Joe, to chat to). I really must get it out of the garage more often!





# Rapporto del presidente



The last few weeks have seen us starting to get back together for a few long-awaited events. It has also found me pondering any number of topics for this report.

Just as I thought I had a theme to work on something else would pop up and occupy the few spare thoughts that I possess. For instance, an email arrived not long

after the last magazine went out from a member who spent some time to let me know how much they appreciate our club, the magazine and the ethos reflected within it. Of course. I claim no responsibility for any of it, Lyn manages to produce one of the finest club magazines around despite the lateness of contributions and her constant efforts in other areas of club activity.

The 'esprit de corps' among the members seems to stem from the freedom of interactions between members with disparate focuses. Whether the preferred activity is social, sporting, display or restoration everyone mixes, chats and respects the challenges faced by the others. Exactly what builds a strong club.



What to restore

My inbox also regularly features commentary from international motoring organisations bemoaning the most recent changes that are impacting the use of their vehicles in their region. While I do empathise with the plight they are suffering I am sure that almost



Camraderie

all of these impacts are the unintended consequence of well-meaning legislation that aims to improve the lot of urban residents.

More than ever our peak motoring bodies are being expected to represent a broad range of interests from formulating historic registration recommendations to coordinating events that used to be run by other organisations. This is something that requires us to be more organised and united in our representations to all governments. Our past representations to the AOMC and Federation have been largely informational but it seems to be that we should be more active in the promotion of our hobby in the face of a changing legislative environment. Interested parties please contact me.

A last concern for this month's magazine is around the notion of 'investment restoration'. I am not sure there are any FIATs which provide the return on investment that some people expect but personally I think that is to our benefit. It leaves us with a fleet of vehicles that are on the road and active because the members of the club appreciate them and the nostalgia, sensation or opportunities they provide.

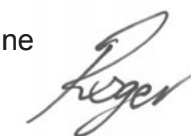


What a magazine

While I am not proposing that we should conduct our own "Concours d'Ordinaire" like the Hagerty UK Festival of the Unexceptional (an event that I really love) the utility of our vehicles is a real asset.

We can discuss it at Autoltalia in Canberra on April 11 for those joining us.

Until next magazine



## Electrification the Maserati way

Maserati has chosen a hybrid solution to begin its plan that will eventually lead to the electrification of all new Maserati models. The brands first all-electric cars will be the new Gran Turismo and the GranCambio, scheduled for 2021



Maserati Ghibli Hybrid: the first electrified vehicle in Maserati's history





# CLUB CALENDAR

## MARCH – MAY 2021

With the lifting of Government restrictions to “Covid Normal”, the Committee is scheduling events for 2021 as the opportunities arise. Events advertised in FIAT Month will be confirmed to members via Fiat Pronto (formerly MailChimp) and on Facebook.

**Ring the club member(s) listed as being the organiser of each event to make your booking.**

We hope to continue the transition from Zoom General Meetings to face to face meetings. These meeting will need to be via a booking system and numbers will be limited to venue COVID avoidance capacity.

### MARCH

- Sat 6** **Caffe di sabato. Veneto Club**  
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290
- Sun 7** **Run to Men’s Shed. Meet at Port Melbourne for drive to Men’s Shed Altona**  
Contact Joe Sammut
- Thurs 11** **General Meeting – scheduled for Veneto Club or Zoom TBC**
- Sun 21** **Lygon St Display Carlton – to be confirmed**  
Bookings Robert Judd 0412 221 581
- Sun 28** **Display at Maling Rd Canterbury was to be held on this date but has been delayed to August 22nd**  
Bookings Robert Judd 0412 221 581
- Sat 28** **Mornington Peninsula Run**  
Contact Sandro Cesario

### APRIL

- Thurs 8** **General Meeting – Veneto Club**
- Sat 10** **Caffe di sabato Veneto Club**  
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290
- Fri 9-Sun 11** **Run to Autotalia. Queanbeyan ACT – See info on Back Cover**  
Contact Roger Beattie 0400 177 278
- Sun 18th** **Rear Engine Design ( RED) Car Show. Austrian Club 90 Sheehan Rd, Heidelberg West**  
Contact Robert Judd 0412 221 581

### MAY

- Sat 1** **Caffe di sabato. Veneto Club**  
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290
- Sun 9th** **Jay Lenno’s Garage and Tony Sammut’s Rolls Royce Workshop Visit**  
Contact Mario Di Censo, 0419 171 661 or Paul Pozzobon, 0418 552 290 or Joe Sammut 0412 221 581
- Thurs 13** **General Meeting – scheduled for Veneto Club**
- Sat 22- Sun 23** **Historic Winton (conducted by Austin 7 Club) scheduled**  
Contact Joe Sammut 0412 221 581

**COMPETITION EVENTS ARE LISTED on the Competition Report page.**



### General Meetings



Club Meetings are held at 8pm on the second Thursday of each month. Dinner in Bistro at 6.30pm

The Veneto Club  
191 Bulleen Rd,  
Bulleen VIC 3105

Future Meetings:  
Thursday 11th March 2021  
Thursday 8th April 2021  
Thursday 13th May 2021

Note: These meetings will be held at the Veneto Club, Gondola Room unless there are changes to the COVID rules.

Notification of changes will be via Fiat Pronto, our Facebook site and on the club website - fiatclub.org.au

Find us on  
www.fiatclub.org.au  
Facebook  
Fiat Car Club of Victoria

Contributions to FIATmonth are always welcome  
Contact Editor  
editor@fiatclub.org.au  
If you are sending photos please send at high resolution and as separate files to the article

Fiat Car Club of Victoria  
Is affiliated with  
Motorsport Australia  
MSCA

**Compiled by  
Roger Langdon**

## Membership News

Robert Judd, Membership and Club Permit Secretary

### NEW MEMBER UPDATE

#### MEMBERSHIP NUMBERS PASS 600

As I write my article (early Feb) I've just processed a number of renewals and our membership numbers have reached a new milestone of 601, passing the total of 600 for the first time. From memory it was only about 3 years ago we exceeded 500, so our growth continues.

The start of the year has been mixed with a number of competitive events being held and Caffe di sabato's being F2F for the last few months. Our Feb GM is planned to be F2F also which will be great.

We continue to greet new members and renewals.

### WE WELCOME THE FOLLOWING NEW MEMBERS –

**Christian Stefani:** Fiat 500L

**Martine, Elliot and Aaron Tyzack:** partner of Tony and the 3rd generation Tyzacks in the club

**Jean-Luc Dal Pra & Danielle Blaschuk:** Fiat 501

**Bernice Modica:** Fiat 124CC and 124 Spider

**John Wicking:** no car advised

**David Bancovich:** Fiat 124 Spider

We look forward to seeing you all and your cars at future events.

## MEMBERSHIP & CLUB PERMIT UPDATE

### CLUB PERMITS

There have been no further updates regarding the permit scheme.

**Electronic Permit Renewal** A reminder that the process for renewing permits can now be done completely electronically. We have now processed more than 50 renewals by this service and it has been very successful.

To use this process please send a scanned copy (or good readable photo) of your renewal form to our dedicated email address [permitrenewals@fiatclub.org.au](mailto:permitrenewals@fiatclub.org.au)

### CLUB PERMIT SIGNATORIES

Name	Location	Phone
Peter Bartold	Wonga Park	0414 867 280
Phil Buggee	Dandenong	03 9794 6692
Mario di Censo	Bulleen/Balwyn	0419 171 661
Bill Freame	Glen Waverley	0412 814 855
Frank Marinelli	Brunswick	0411 511 679



FIAT CAR CLUB OF VICTORIA





## FEATURED MEMBER

Tony Romeo

My association with FIAT cars began in April 1978 when I bought my first car, a FIAT 850 sedan, for the massive sum of \$65. It's all I could afford back then.

The 850 had been abandoned with a broken CV joint at the rear of Rocca Motors in Thornbury. As a youngster I hated school but somewhat liked all things mechanical so, since the Rocca family was related to us, I would hang around the workshop like a bad smell and ask a million questions; what does that do, how does that work, how do you remove that, and so on. I'm surprised they still talk to me.

It is also here that I met long time friend and fellow club member, Frank Marinelli. Frank had joined Rocca Motors as a mechanic and he didn't mind answering my many mechanical questions so we soon became good friends. Poor Frank was always in trouble because of me – from his employer who would say he "talked too much" and from my mother who believed he was distracting me from my school work.

Anyhow, back to the 850.

After changing the CV joint and getting a Roadworthy Certificate I was on my way! The car was so much fun to drive, unlike driving my dad's big, bulky FORD Fairlane. I used the car for everything – as a student driving to Uni, then, once working, driving to work in the city and even 4 return trips to Sydney!

There were many adventures in the 850. Friday and Saturday nights meant catching up with my mates in Thomastown and going "cruising". One night we drove into an industrial area and found a readymade dirt rally cross track, humps and all. We took it in turns doing laps (all remaining in the car) and timing each other. Another time we lost the lock nut on the end of the accelerator cable and suddenly lost drivability. No problem, the obvious thing to do was sit on the back of the engine bay panel and operate the carburetor manually while the driver did the rest – steer, brake and change gears. We thought it was so much fun we all had a shot at operating the carby until we made it home. You do crazy things when you're young. Other weekends also involved fighting it out with Frank Caia and Dom Cafari at Calder, Winton and Sandown.



My first Fiat, the 850 which I still own

I actually sold the car on two separate occasions but somehow she managed to find her way back to me. After the second time I realized we were meant to stay together and decided I would keep the 850 and never again try to sell her. Are you still allowed to refer to cars as she/her?

I can't remember how I heard about the club but I started attending the monthly meetings at the Camberwell Civic Centre some 40 years ago. I didn't know anyone so thought a good way to meet people was to join the committee. As always editors are hard to come by and somehow I "volunteered" for the position. Back then editing meant typing the articles that were submitted on a typewriter; magazine production involved most of the committee coming to my house where we would use the Gestetner to print the magazine; posting meant collating, stapling and taking the magazines to the post office for mailing. Apart from the work it was a great social night too. I still remember the Judds, Crellins, Freames, Bartolds and Shirley Clarke (who owned an 850 Sedan track car, aka "the Brick").

There was a period of about 15 or so years during which I disappeared from the club. Once the 3 kids came onto the scene it was impossible to continue as an active club member. Fortunately, they soon became teenagers I started to get some "me time" back. My eldest son enjoyed being in the garage and before I knew it we were putting an 850



2008 Punto Abarth

Sport front end onto the 850 Sedan - we now had disc brakes! And I then realized it was time for a comeback to active club participation.

Apart from my brilliant little FIAT 500 Abarth EsseEsse and a 2008 Punto Abarth (replica) I have 3 projects to complete: restoration of the 850 Sedan (after a small fire in the engine bay), a 1981 FIAT 124 Spider and a 1971 Alfa Romeo 1750.

The FIAT Car Club of Victoria has been a great source of motorsport events, friendships, social events and tours. Back in 1986 my wife Toni and I travelled to Europe for a holiday. The highlight for her was the shopping – for me it was the FIAT Mirafiori factory tour organized through the car club. And in 2017 and 2019 there were the two unforgettable FCCV group tours to Italy. Can't wait for the 3rd one once we get over COVID!

Just before COVID started Mrs. Toni succumbed to my nagging and attended a come-and-try motorkhana. Boy was that a mistake! She did exceptionally well, bettering my times in some events, and was looking forward to competing at the Nationals. I will now need to resort to sabotage to make sure she doesn't beat me.

We should all be proud of our club – a club that has been around for 63 years. It has been fascinating to see the changes in the club since my first stint all those years ago, in particular the two contrasting "factions". On one side we have always had the calm, sensible, professional, knowledgeable, politically correct Aussies. More recently we have



My Abarth Esse Esse

had the influx of Italian background members, proudly led by Mario, whose main priority is to have a good time. Both are essential part of the club and as long as we all understand and accept our differences the club will continue to grow and prosper for the benefit of everyone.

Tony Romeo



My 124 Spider restoration project



# Competition Report

Bill Freame, Competition Secretary

With Christmas/ New Year gone, as well as most of Summer being just a memory now, the competition events available to our members in the immediate future are plentiful, at various levels of financial commitment. Firstly, I am very pleased to be able to report that the FIAT Nationals, in September, will have the popular sprint activity of the event at the Wakefield Park venue, on the race track that is just about the perfect size for our FIATs to exploit the performance and handling they can offer. Previously the venue had been double booked on the required date and the Nationals had been (booted) denied use of the facilities. I suggest you get your entry in early, as this is a popular race track amongst the various FIAT clubs.

At the time of writing this report Motor Sport Australia had changed some of the licences available for various officials and competitors. Club Chief accredited officials have been raised to the level of a Bronze official without having to necessarily achieve the required experience. But what has really upset me was the scrapping of the Level 2 Non-Speed licence, renewal becoming a Level 2 Speed licence as the minimum available, with an increased cost to the competitor. As the family friendly motorkhana's



Competition Secretary, Bill Freame

are considered Non-Speed events and where the juniors are likely to begin their motorsport careers, it is an unexpected impost on the Grass Roots level of our sport. I, and several others have communicated by email with Motor Sport Australia about our disappointment and surprise at this unnecessary change to the licences. During the MA State Council meeting on Tuesday 2nd February, Paul, our MA delegate had a motion (that passed) about the Non-Speed licences on the agenda. The MA board will now be required to reconsider and hopefully reinstate the Non-Speed licence. Rationalisation has seen 39 licences trimmed back to 11. There is more action and support being sought from all the other State Councils as they have their state meetings, to keep pressure about this on Motorsport Australia.

## PAST EVENTS

### Sandown Sprint, 28th December

Phil Buggee (131) and Paul Freame (Punto Sport) competed in this event. Phil was giving the 131 a 'Shakedown' to ensure it was ready for the Targa High Country on 5th-7th February. Supporting their sprinting efforts were Shayne Williams, Naum Johns and myself, each permitted on site as support crew. As has become essential these days, all entries were electronic and if your name wasn't on the list at the front gate, you didn't get inside, as a controlled part of the COVID 19 restrictions on participation.

### MSCA/ MG Rob Roy Hillclimb, 17th January

Sonja Luthi was in her Suzuki Cappuccino (I'll have mine with two sugars) and Brian Garrett, X1-9, enjoyed the day.

### Werribee Practice Motorkhana, 17th January

Erin and Paul Freame were entered in the Punto, Charlotte and Dallas Benbow were in the X1-9 while Elliott and Tony Tyzack were in a Ford(?) sampling the 'Come & Try' element of the day. Three juniors being trained up to replace those of us that must eventually retire from active competition and continue our club assault on the FIAT of Italy Cup well on into the future. Big smiles all around showed all enjoyed the day, with the juniors learning a lot, and all done safely.

### The Victorian Motorkhana Championship 1, METEC, 31 January

This event was run by our club for the start of the championship and had 46 entries, with 45 starters, including 7 juniors, eight ladies and about 18 novices. Apart from providing many of the officials, FCCV was also represented by having 8 members competing, 2 juniors, 3 ladies and a few blokes. As the date clashed with the X1-9 run, we were probably down a few members who would normally have competed or officiated at the motorkhana. Thank you to Treasurer Tony Romeo for his handling of the electronic entry funds, Phil Buggee for being our COVID Checker, Peter Kerr for timing all day, Ernst Luthi for being a flag replacer all day and Paul Freame for doing all the electronic paperwork necessary before and after the event.

There were 12 tests selected, with six of them being mirrored, with no reversing tests as we ease back into activity. We had lots of WD's (Wrong Directions), so if you drove carefully you scored quite well. I'm very pleased to advise that Ruth Freame and Marisa Gangemi were 1st and 2nd in the Ladies category despite them each having one penalty for the day. Only the first 10 tests were scored, the final two tests were timed, but were considered only as practice so that we stayed within our 4pm finish time.

### Targa High Country 5th – 7th February

Report on Page 22,23

A number of events were held after the March FIATmonth deadline and will be reported on in the May magazine

#### FCCV Competitors at METEC



## COMING EVENTS:

SPRINT EVENTS		
MSCA Sprint	Phillip Island	Sunday 21st March
MSCA Sprint	Sandown	Saturday 10th April,
AROCA	Winton	Sunday 18th April
AROCA	Sandown	Saturday 8th May
MSCA	Winton	Saturday 16th May
MOTORKHANA		
VMC 3	Werribee	Sunday 14th March
VMC 4	Parwan	Saturday 10th April
VKC 2	METEC	Saturday 24th April
VKC 3	Bryant Park	Sunday 23rd May
VMC 5	Deniliquin	Sunday 30th May

Remember, currently all entries will be electronic with a closing date several days prior. No events will be accept entries on the day, for some time!!!!



# Motorsport Australia License Changes

By Paul Freame FCCV MA Delegate



The Board of Motorsport Australia has reviewed their business operations in 2020 and announced the following decisions late December 2020, their aim is to streamline management and reduce barriers to participation.

- Simplifying Event Permit application and administration processes (172 types down to 61)
- Simplify Competition License structure, reduce administrative costs to MA and the competitor. (34 competition licenses down to 11)
- Simplify Officials license structure by removing subcategories where there is no aligned training and develop a clear pathway for competency-based Officials licenses. (78 officials licenses down to 40).
- New initiative slogan "More Motorsport, More Often"

You can read the press release here, or I have a more detailed version that was presented to me 16 December 2020, which has specific details.

<https://motorsport.org.au/media/news/detail/2020/12/14/more-motorsport-more-often>

As the FCCV MA Delegate and the current Victorian Motorkhana Panel Chair, I have formally expressed my disappointment to the State Council Executive late January and again at the State Council early February, for which I moved a motion that the Board reconsider the removal of the NonSpeed license. This was well supported by fellow club delegates and Panel chairs, and the motion passed. Now the MA Board have to formally respond, and the excuse that 90% of competition license holders received a reduction, won't be accepted.

I asked two specific questions also:

- 1) How was this decision made, which motorkhana panel or commission was consulted? Ans: None consulted and no autotest commission
- 2) How does this decision increase participation? Ans: 90% of license holders got a reduced fee.

My observations and thoughts on the topic of NonSpeed License removal.

The recent decision by MA, with no consultation to anyone in the motorkhana/khanacross community, to force NonSpeed license holders to the more expensive (by 38%) Speed license, I have been getting negative feedback from FCCV and other clubs members at events, from other club representatives and event organisers. Timing of mid December to announce this decision, was strategic as most people were winding down for Christmas (including the MA office), now that we have kicked off the VMC/VKC series, competitors are waking up to the impact of this poor decision.

Many of NonSpeed license holders have no intention of doing Speed events, due to their age (junior or senior), vehicle suitability/availability and not always for financial reasons.

Non-Speed license holders have received no extensions of their license in Lockdown 1 (National and Clubman license holders got 3 months) or Victoria's Lockdown 2 (Speed licenses got 3 months and higher license holders got another 3 months). Events were not able to be run in Victoria at any level, for 8 months of 2020.

The National Autotest working group are also disappointed that no consultation was sought, as this decision only affects motorkhana/khanacross/burnout competitors. The MA Autotest commission was disbanded early 2020, prior to this decision.

By adding this paywall, they have added roadblocks to those starting out or those that only do a handful of events a year at a club/marque nationals.

The reinstatement of the NonSpeed license, as we have been using it in FCCV, continues the ability to broaden the base of competitors, encourage partners to join in the one off events, encourage juniors to participate in training days (adults too) and keep the senior competitor, who may be on a tight budget or no longer have the need for going at speed. Many competitors, once they have a taste, have the option then to pay for a higher license for speed events.

MA is losing market share from every aspect of the sport, to increase paywalls to the base, is not the way to get it back.

Motorkhana/khanacross is one of the best tools to improve road driving skills, what I call a "life skill", and can be done in most road vehicles. They are also a lot of fun and a very social

In mid 2020, when Australia was coming out of first lockdown, the MA CEO held a zoom meeting which he thanked the grassroots motorsport clubs for holding events (provide them with some income, yet they had job keeper from the Gov). With MA's decision, the hand that fed them through the dark times of July/Aug/Sept has been bitten hard, again.

I encourage you, as a MA license holder (of any level) to be in contact with the MA Victorian office, or higher, and voice your opinion direct. Spread the word to your friends and fellow competitors/officials.

The Board also passed the Diversity and Inclusion Policy at their 16 Dec 2020 meeting 332, but as yet I have not found the policy on their website or been sent a copy as requested. I am sure it doesn't cover, raising prices to grassroots participants.

## Some of our young club members who are Non-Speed License holders



Charlotte Benbow with her father, Dallas

Erin Freame

Father and son Tony and Elliot Tyzack



# X 19 Raduno

By Lyn Bartold

Photos Peter Bartold, Rodney Rogerson



X19's at Strath Creek



Our Annual X19 Raduno, held on January 31, was a great success with 33 cars, including 17 X19's (we would have had 20 but 3 others had to withdraw at the last minute) and 60 club members, their family and friends. Peter Bartold and Frank Spinosa selected and tested the route which was 250 kms, and ran the event on the day. Starting at Eltham the route travelled through Kangaroo Ground, St Andrews and onto Kinglake West for a coffee stop.



Kinglake West Stop



Our raduno took us on through Flowerdale and to Strath Creek for a photo shoot outside the old pub, then to Murchison Gap Lookout for an optional viewing stop before driving on to Broadford.



Strath Creek and Murchison's Gap



On the road



# X 19 Raduno (cont.)

The final stage took us through Kilmore. Lancefield and onto Woodend for lunch at the Victoria Hotel. We travelled over some excellent roads, especially designed for X19's and, of course, just as much fun driving for all the cars present!

Due to COVID 19 restrictions and advice, club members were invited to sign up by emailing Peter and the starting point and a route sheet was emailed to them. This was an effective way to plan the event and to be able to confirm numbers for our morning tea and lunch stops. The group was sent off from Eltham in two stages, allowing the first half of the cars to get their coffee and cakes before group 2 arrived, enabling social distancing to be followed. We had a large room to ourselves for lunch at the hotel, so again, we were well within the COVID 19 guidelines.

It was a pleasure to be able to be part of an event such as this, after a drought of club runs over the past year and to draw such an enthusiastic crowd demonstrated our need to be in the company of fellow Fiatisti. The day was fine, perfect for the targa top off the X, the roads were great and not very busy so what more could we ask for. For me, it is the big occasion in the year when I drive what I call 'my' red X on a long drive, on great roads with many fellow X19 lovers. Thanks to Peter and Frank for doing all the work to make this a great day



Lunch at Woodend



All the group at Strath Creek



## INTRODUCTION – LYN BARTOLD (FROM CARADVICE.COM)

The merger between Fiat Chrysler Group and Peugeot Group will be named Stellantis. Six months after the name Stellantis was announced, the new entity was launched. The merger makes Stellantis the 4th biggest car company in the world with combined annual sales of around 8.1million vehicles.

Although the language in the announcement refers to the move as a merger, according to the small print, it seems that PSA has technically bought out FCA. The new company should save approximately AU\$7.85 billion as the 2 giants consolidate costs with shared research and development, vehicle platforms and powertrains.

This merger covers:

**Fiat-Chrysler Automobiles – FCA**, the umbrella group name for Fiat, Chrysler, Jeep, Ram,Dodge,Alfa Romeo,Lancia,Maserati

**Peugeot – PSA** the owner of Peugeot,Citroen, DS, Opel, Vauxhall

In a joint media release, we are told that the corporate name was developed from the Latin verb “stello” which means “ to brighten with stars”

## COMMENTARY – ROGER BEATTIE

As custodians of the heritage of a particular brand within an industrial group it is not always easy to accept change, particularly when it seems that change dilutes the place of the brand within the organisation's constellation. It seems that is what happened to FIAT in the change from FCA (where FIAT was still prominent, if not dominant) to Stellantis, an actual stellar conglomerate on January 19 with the merger conclusion. Current realities within the automotive industry made this shift understandable if not inevitable.

While courting a number of merger partners over recent years it seems entirely Piemontese to join with the French in pursuit of a whole new reality. Stellantis does not define itself in the role of automotive manufacturer but instead as a mobility solutions provider.

I can hear the howls of protest rising as I type but recall similar concerns when electronic systems were being introduced and no doubt others can recall similar step changes that elicited equally derisive responses. 'To brighten with stars' is the translation of the new name, so which 'stars' are being highlighted.

Of great interest is the brand commitments being made that keep FIAT and Citroen as core vehicle

marques with Peugeot, Alfa Romeo and Lancia being channeled through as premium marques. Most recent commentary described the seeming demise of Lancia but this news has apparently been premature.

With only a few rivals larger, 5 billion in merger savings to realise and any number of new challenges it will be fascinating to see what the new future is for FIAT and the associated brands we have come to know and embrace. I cannot envisage an electric Vauxhall taking out a top prize at any of our events in the near future but clubs change by evolution. It would have been hard to imagine including Lancias at one stage.

Clubs like ours will continue to exist and more than ever the history and manufactured heritage shall be proudly displayed, exercised and enjoyed. The future is a strange place and however the company sees fit to navigate it will not diminish the pleasure we derive from artefacts we already possess. The FIAT Car Club of Victoria continues proudly representing the brand as it has done for the past 64 years and I, for one, certainly expect to be doing so for many years into the future.

**Roger Beattie**  
President FCCV



# DANTE GIACOSA THE FATHER OF THE FIAT 500

By Lyn and Peter Bartold  
Sources "Forty Years of Design with Fiat"  
Dante Giacosa – Influx.co.uk



Dante Giacosa with the iconic Fiat 500

Dante Giacosa became known as the Father of the Fiat 500 but he should also be described as an unsung genius. When you look at the list of Fiat models that he oversaw the design and production of that appears at the end of this article (the list compiled by fiatclubitalia.it) you would have to agree that his contribution to Fiat has been enormous. After gaining a degree in mechanical engineering from Torino Polytechnic Dante Giacosa went to work at Fiat. He began his career there designing aircraft engines, the complete opposite to the small affordable cars with which he would become synonymous. Giacosa's life in small cars began in 1929 when Benito Mussolini decreed to Senator Giovanni Agnelli that what Italy need was a small, affordable car which could seat two adults and two children and which could be bought for 5,000 Lire.

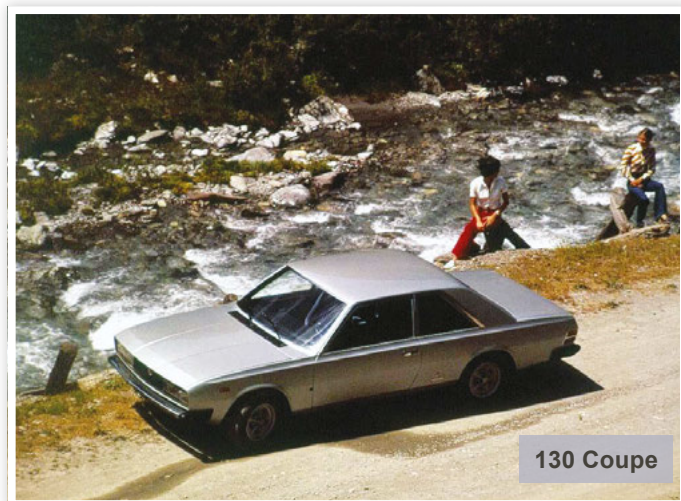
The task to given to Giacosa and his design, originally called the Zero A, and only later, the 500, was a tiny and simple design, using a 500cc water cooled engine and measuring just over 3 metres in

length. It was reliable and very cheap to buy and Fiat would sell more than half a million of them before the 2nd World War. With its sloped radiator and guile-less expression it was quickly nicknamed Topolino (Italian for little mouse) and it put Italy on wheels.

This was the beginning of a "calling" for Giacosa: the design and production of small, affordable cars. Although he would later go on to working on models such as the 130 sedan and Coupe and the Ferrari engine Dino Coupe and Spider, Giacosa's heart always lay with the simple and cheap. In his Autobiography, Forty Years of Design with Fiat, Giacosa wrote "large automobiles intended for the privileged few have never much appealed to me. I have never shaken off my taste for the small and the economical, the sort of auto that can have the widest possible ownership, a taste instilled in me in my first years of work at Fiat".



Topolino 500 and 600



130 Coupe



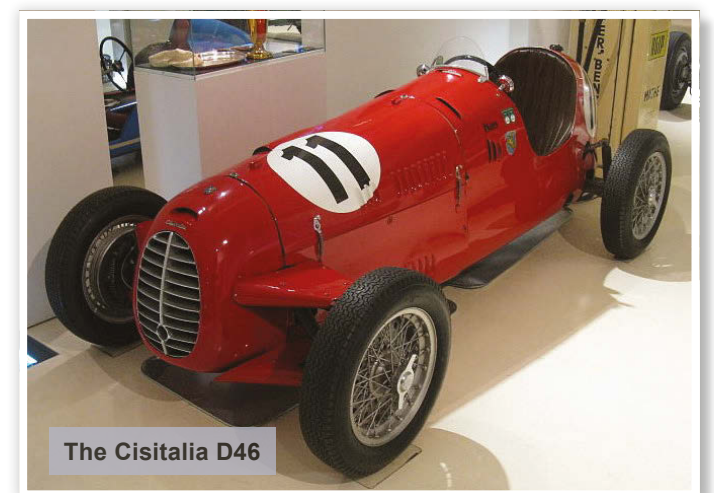
FCCV member's examples of Giacosa designed Topolino, 500 and Multipla

Even having said that, Giacosa was also instrumental in one of the most beautiful sports cars, the Cisitalia D 46. It was Piero Dusio's company's project not a Fiat project but Fiat management decided that Giacosa could work on it and he combined Fiat's 1100 engine with a beautiful bespoke space-frame aluminium chassis. It was raced successfully by Tazio Nuvolari and others with great success.

Giacosa's next project was the 600, a small rear-engined car which would revival family motoring in post-war Italy. It took the Topolino concept but expanded it to carry 4 adults (or 6 in the 600 Multipla). Giacosa went from here to the Nuova 500 which was launched in 1957 and it was intended to be the smallest car into which you could squeeze 4 people and an engine. Rear-engine and rear-wheel drive, it became a staggering success for Fiat. Almost 4 million were sold in its long lifetime and was eventually revived in 1997 in the modern 500.

Giacosa was effectively the head of every Fiat car project from the end of the Second World War to his retirement in 1970. He worked on a staggering range of cars, from the ground breaking 124 sedan to the magnificent 8V (Otto-Vu) and everything in between.

Arguably his most influential creation was the 128 where he took the front-wheel-drive setup and perfected it. What he came up with was a transverse engine with a gearbox mounted separately, driving the front wheels through unequal-length driveshafts. The 128 is one of the most influential front-driven designs ever. To quote Giacosa..of all the Fiat models, and in fact, all autos the world over; the 128 is probably the one that gives the best value for money.



The Cisitalia D46



The 124



The 128



# DANTE GIACOSA

## THE FATHER OF THE FIAT 500 (CONT.)

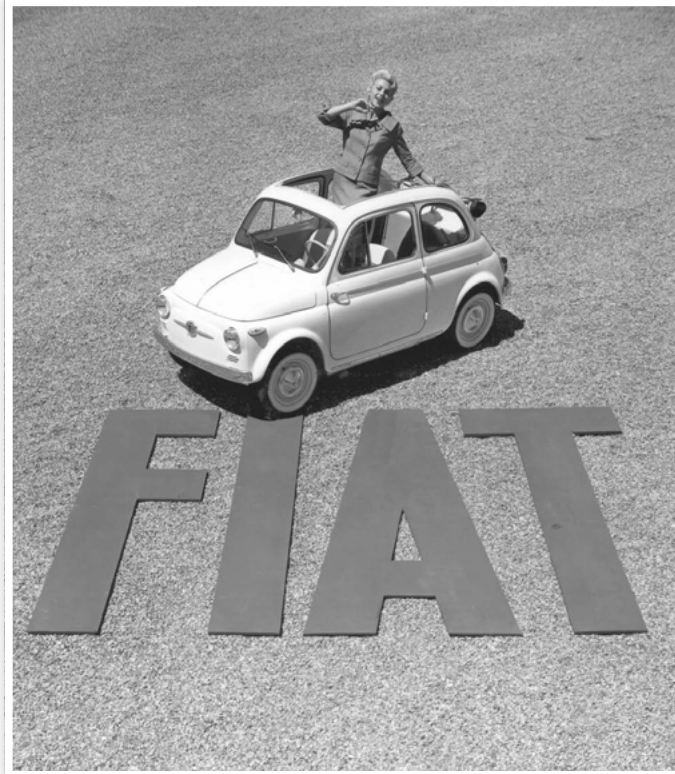
Dante Giacosa retired in 1970 although he continued in a role as consultant at Fiat but did not like the modern industrial methods as he believed they stifled design. He wrote “creativity lies at the heart of design and manifests itself through draughtmanship, the indispensable means of expression, the designer’s first and most valuable instrument. The design engineer should be aware of this and proud of it.

There is no question that this man had a least as much, if not more influence on the cars we drove yesterday and the cars we drive today than the more famous names of Porsche, Piech or Ford.

Dante Giacosa died in 1996, aged 91, but his legacy lives on through his contribution to automotive design.

### THE LIST OF CARS THAT HE WAS RESPONSIBLE FOR IS AS FOLLOWS:

Fiat 500 (Topolino), Fiat 508C/1100 (Nuova Balilla, 2800), Cisitalia D46, Cisitalia 202, Fiat 1500D, Fiat 1400, 1900, Fiat Campagnola, Fiat Otto-Vu, Fiat 1100 103, 1100 TV, 1100 Familiare, Fiat 8001 Turbina, Fiat 600 and 600 Multipla, Fiat Nuova 500, Autobianchi Bianchina, Fiat 1800, 2100, 2300, Fiat 1300, 1500, Autobianchi Primula, Autobianchi A111 and A112, Fiat 124 and 125, Fiat Dino Coupe and Spider, Fiat 130, Sedan and Coupe, Fiat 128, Fiat 127, Fiat 126.



FCCV Fiat 500's on display in Lygon St



Fiat Dino Spider and Coupe



Marcus Bartlett's Giardiniera, Frank Marinelli's 500X and Kevin Lemm's Topolino – past and present examples of the 500 line



# TARGA HIGH COUNTRY

By Bill Freame



Like so many other activities in our lives over the bulk of year 2020, Targa High Country, scheduled for late last year, had to be rescheduled for a better time when the majority of the COVID 19 restrictions had been lifted and when most of the state borders were open again. Events of the type that is THC attracts competitors and participants from all over the country and they need to feel confident that they will be able to easily return to their home state, unrestricted at the borders. Events like THC require the various competitors to be willing to travel considerable distances to enter in support of these expensive to plan, conduct and participate in competitions.

FCCV had only one crew in it this time around, the bright yellow FIAT 131 crewed by Phil Buggee and Paul Freame, in the Classic competition, who in turn were supported by Shayne Williams and Bill Freame as the Service Crew. Early planning, and testing of a few changes to the vehicle specification, plus continued commitment to support this event had the car fully prepared well in advance of necessity. A slight spring rate increase at the front of the 131, tested at Sandown late last year, is about the only change I am

permitted to mention in this report. We continue to develop the specification to improve their results and the car always looks and sounds just about spot on for what it is, an only very slightly modified FIAT road car that is used in competition and it still remains on 13" wheels, deliberately staying away from the larger diameter (heavy) wheels that so many others seem fascinated with.

The 131 reported to scrutiny for its tyres to be marked, and all the online documentation and self-scrutiny forms verified, in Mansfield, on Thursday morning, February 4th. As expected, the car passed easily because the team know and understand the rules of the competition and make sure we always comply, just as is required by the regulations. Shayne and Bill were not required before Friday night, after the first day of competition had been completed, 15km downhill and 18km uphill into the village and thus they couldn't proceed up until the road was reopened after the days final stage had been finished with. Strong winds, heavy rain and flooded rivers had been predicted for that Friday over most of Central Victoria, especially in the Mt Buller/ Mansfield area, adding further interest to the event for the competitors and their service crews. Thus, by early afternoon, the road was not only wet, but was also littered with leaves, bark and branches, especially for the tour entrants who were the trail-blazers encountering the worst of the conditions on the down-hill run. Mt Buller village was also shrouded in low cloud fog, with the start of the downhill run only 1.5km from the clocktower. The first stage of any Targa is designed to ease the competitors in, but mother nature had other ideas, making the drivers having to fully trust the navigation calls, for unseen corners, keeping the car between the yellow lines. At least in fog you can't see the drop-offs beyond the edge of the road!



Saturday morning was another late start, with sunshine greeting the service crews as they escaped before the Mt Buller road was closed. Shayne and Bill grabbed fuel in Mansfield before driving across to service in Whitfield, in our usual location, with the added entertainment of a road closure official right there in Whitfield turning the tourists back towards Wangaratta. Usually that activity happens closer to the finish control, out of the sight of the service crews. After adding 20 litres to the 131 we headed back to Mansfield on the back roads while Phil and Paul went to lunch at Pizinni Winery. Our next service location, as a precaution of being available if needed was in the service lane just after the BP servo in Mansfield. Pleasingly we were given a thumbs-up drive past, as the 131 drove towards the Sawmill Settlement stage start for the Mt Buller climb. We followed along only a few minutes behind, always being prepared to leap into action should any 'adjustments' be needed prior to the final stage of the day. Service that night was just the usual fluids and tightness checks, plus wheels off for brakes inspection and calliper bleeding. Tyre condition was looking very good for the following day, the longest and hardest. Phil was pleased despite the dry roads having seen them slip from 3rd in Classic on day 1, to 5th at the end of day 2.

Sunday was an early start for the service crews, having to exit the village prior to 7am. Shayne and Bill were not planning on returning to the village again, instead intending to return home from Mansfield at the completion of the street stage and presentations in Mansfield. Shayne's vehicle was parked for the day in Mansfield while we would be servicing in the Eildon area for the day. Paul had calculated that we would add 20 litres before the two stages prior to their lunch break. Phil would have us swap wheels front to rear

at the lunch break, a legal free time operation during the hour available, however tyre wear was so very acceptable that he decided to leave them as they were. Paul confirmed that we would add another 10 litres at the service location before they did the return Eildon to Jamieson stage, with still enough left in the tank to do the Mansfield street stage to finish the event, without accessing us again as we would not be at Mansfield in time to add any more fuel.

Shayne and I were able to get to a spectator location in Mansfield only about 10 minutes before the 131 flashed past our camera's. Then the event was over, with all the cars parked in the main street for display, at Targafest. Our 131 had placed 3rd in Classic, 1st in Class and 39th outright. Also, of the two FIAT 131's that started, it was the only one to finish, again. A very pleasing result for our low budget team. You might find this hard to believe but the 131 had one of the smallest engines in the event. I admit though that I was pleased to see a real Mini Cooper 'S', the only one in the event, get to the finish. You know, a real mini, one of the original ones with designed in oil leaks, two fuel tanks and Lucas electrical reliability.

It was a proud parent moment for me as the trophies were handed out to Phil and Paul and to all the other place getters and then finally the mass of Champagne spraying (50 bottles) to signify the very end of this delayed Targa High Country event. Phil and Paul returned to Mt Buller village for their final overnight stay while Shayne and Bill returned to Melbourne at the end of another great adventure in our beautiful home state. Next one on the calendar? Targa Tasmania in a few short weeks providing COVID 19 restrictions don't get in the way again and the Tasmanian border remains open to us mainlanders?



Sunday Finish





# CLASSIC ROAD TRIPS

By Roger Beattie



Alpine Views

## How do we use our classic FIATs?

In a variety of ways and for an even broader variety of reasons. The brand has long held much appeal to me as a provider of a range of transport options at reasonable prices, offering a pleasurable driving experience. The many 600, 850, 1100 and 1500 models I have owned have all borne that ethos out in spades. Not 'fancy' or even necessarily aspirational cars but those which filled the first family car role in many parts of the world and fuelled families into new realms via the access they afforded.

Some years ago I decided to start annual local driving holidays between Christmas and New Years Eve to rediscover the joys of motoring holidays and to make use of some of my cars in much the same way as the

original designers intended. Most recently my travels have been in my 850T Camper or the 1200 Cabriolet and while they were unlikely to have been simple family cars their underpinnings are exactly that. Both the 850 and 1100-103 were built in numbers in excess of 2 million and have provided almost as many people the opportunity to reach new ground and explore areas beyond their familial horizon.

There are always comments about how brave or adventurous I am to drive long distances unaccompanied in old FIATs. While the comments never upset me, it disturbs me a little that more and more they come from members of the club. In my mind, there are only a few reasons for a car to be



Country Sunset



Birdswood Museum



It's not all glamour!



Bright

unreliable and almost all of them come down to the driver or maintenance of the car not inherent faults. Any old car on the road that had a design flaw should, by now, have had such a problem addressed.

As a club, we are hoping this year to get away for a few weekend trips that would give us the best opportunity to be out on the highway among friends exercising our vehicles and our imaginations.

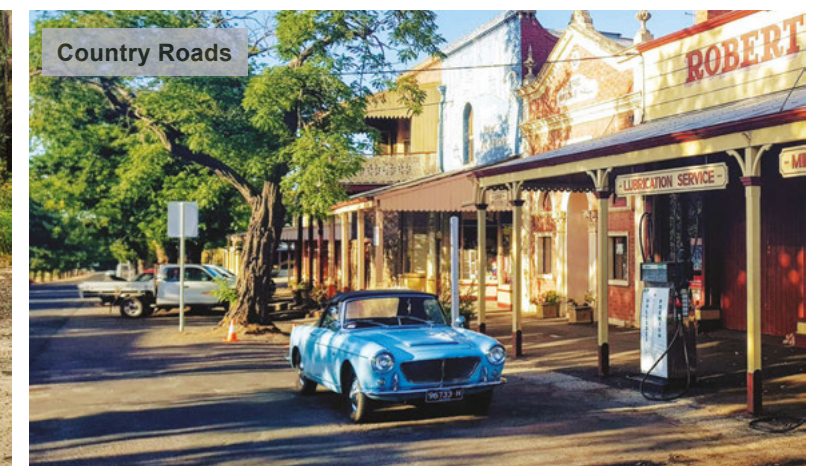
Feel free to organise something yourself ... if you need someone to follow along, drop me a line. I am always keen to get away for a drive.

**Roger Beattie**

*Auto Italia in Canberra in April seems to be looming as a good opportunity to get away for a weekend*



Bushfire Recovery



Country Roads



Canola camping





Danielle in the Dal Pra 501



## The News Stand

Richard Unkles

Welcome to new members Jean-Luc and Danielle Dal Pra who decided it is time for a vintage car in their lives. They were taken with a Fiat 501 with a rebuilt sports body from a Western Australian body builder. Restored by 2 different parties in WA it spent a long time in a museum before being sold to NSW. It is unclear what use it had in NSW but it ended up with a firm of auctioneers earlier last year. The auctioneers claim they drove it onto the delivery truck, which makes for an interesting story. We struggle to understand how it could have been driven onto a truck with a dead magneto, a carburetor that was set so lean it could not rev and wiring that blew the only fuse (30 amp) when the starter button is pressed. Regardless, the engine has proved to be sound and the car is well worthy of recommissioning which is underway so the long sleep in the museum has been kind overall. Time will tell if the wind in the hair effect from the low windscreen will result in a modification. They are already interested in the RACV Alpine Trial Centenary Run which is set for 20th to 27th November this year as the car is eligible for Class 3A. Fiat 501 and 505 cars are among eligible makes and models. Two members are already known to have entered. Further details from the Vintage Drivers Club.

### Bulgarian 501

Jaroslav Exner, our man in the Czech Republic, sends this photo of an early 501 found in Bulgaria. Note the raised rear section, similar to a more veteran design. It also featured an unusual adaption of a Zenith carby, which might have been factory fitted. Is so it is likely to have been fitted during the major industrial strife after WWI when they would look for anything to fit to get a car out the factory. Note the steering wheel is a captive from something else and the wheels have had the same treatment many had here with the cutting down of the wheels to fit 16" rims to enable fitting of a tyre size that was available during WWII.



Phil Jeeves 510S

### Phil Jeeves and his 510S

Phil Jeeves in Christchurch has been strongly pushing along with his 1922 Fiat Tipo 510S. He reports:

"I took these photos last week, and I have since removed the main part of the bodywork, and that is now down in Cromwell having the fancy woodwork done. The aim is to have it completed for our international rally in New Plymouth in January 2022 - we will see !! Once the front guards are done, it will be a complete strip down, and I can then re-assemble making everything beautiful as I go."

What Phil did not mention is the breathing space created by the international rally being delayed from 2021 to 2022.



Phil Jeeves 510S

### Wedding Cars

Those who went to the Fiat Nationals at The Bend may remember Geoff Tate and my lovely daughter Veronica. Your scribe wishes to report that they were married (after a 9 month Covid delay) in January. The yellow 501 spider of Rob Poynter in the photo is well known to many members. It was also the wedding car of Veronica's parents 46 years earlier. The bridesmaid's car was also supplied by Rob as is the Garrett bodied 501 tourer acquired from Peter Rumpf. The procedures were undertaken within the rules of the Club Permit Scheme. Thank you Rob and Marysia for your contribution to the wonderful day.



Poynters 501 and Veronica



Red 501 tourer with bridesmaids

### Photo Discovery

The following very clear period photo was provided by John Poppins, a friend of Roger Langdon. It shows his grandfather, Frank Tame, whilst camping in Gippsland. His mother is the child peering out from the RH side of the Fiat. The car is a later Fiat Tipo 52B, probably circa 1914. This one has electric lights whereas the earlier ones were acetylene lit. Note the partial screening of the headlights to concentrate the beam downwards. Frank Tame was a keen photographer and camper. John thinks the photo was taken by his grandmother. Frank's pastimes were funded by a nail factory in Collingwood. John believes there was a smaller Fiat, a 509, purchased in the 20's which was much preferred to drive by his grandmother.



Frank Tame and Fiat 52B camping



# Tipo Torque (cont.)

## Spare Parts

Our special thanks go to Don and Liz Wright for the provision of a trailer load of spares in January. These comprise one basic 501 engine, one standard bore block, 4 gearboxes, a front and rear end for Tipo 503, 2 front mudguards for a wide track 501 or 503, 2 headlights, starter, generator etc etc. Burns & Co will be having a major auction of Don's stationary engines, military radios, workshop equipment and much more including Don's nicely restored 1922 narrow track Fiat 501 tourer, complete with enclosed aluminium trailer. Auction will be on 13th March and inspection on 12th and 13th March. Recommended. Telephone and on line bidding is available. Note there is a buyer's premium applicable.

## 2021 Federation Golden Oldies Tour

This is planned for later this year but will be confirmed on 2nd April. Open to only vintage cars, so 1919 to 1930 and is 680 miles and travelling through Echuca/Moama, Deniliquin, Rushworth, Avenel, Seymour, Mitchelstown, Nagambie, Heathcote, Kyneton, Castlemaine, Maldon, Dunolly, Wedderburn and Bendigo. It is anticipated that this will be considered a definite with a final decision by early April. Queries to the Federation of Veteran, Vintage and Classic Vehicle Clubs or ring Anne 0412 848 797 to lodge an expression of interest.

## Auction News

When is a car art? Perhaps here are three real examples. Regret if you were interested in this trio of Alfa Romeos they are already sold. These 3 wild 1950's designs are Alfa 1900 based Bertone Aerodinamica Tecnica, but also known as the Bat cars. These were sold by Sotheby's in New York last October for approx. \$AUD21 million as a trio. Be consoled if you missed out as you would have had to pay an additional 30% luxury car tax if you wished to import them. Source – The Automobile December 2020.



## Swap Meets

Unfortunately Korumburra and Berwick have been cancelled. However the Gippsland Vehicle Collection is planning to hold its swap meet on Sunday 18th April, if all goes Covid well. Opens at 7am. \$5 entry at the Maffra Museum. Bendigo Swap is looking very likely for next November. As a Tier 1 event (meaning participants are involved in border crossings) it would be the first for the government axe to fall on it. Officials are investigating the necessity for Covid safe operation.

## Real Motoring

Have you ever been interested in reading of the motoring travels of others? Having recently read Around the World in a Baby Austin by Hector Macquarrie and Seven Years with Samantha by Clive Ball who also drove around the world in an Austin 7 one must get to think about their travels.

Clive Ball's experiences in their minute sedan are informative, entertaining and nicely written with plenty of black and white photos. Leaving UK in 1965 he finally arrived in Perth in '66, several broken springs later, primarily caused by roads in Iran and Iraq. The roads in Afghanistan were no problem, as the Russians and Americans were doing their best to please with provision of modern roads. Ah, politics! At that time war had broken out between India and Pakistan so the car had to be shipped from Pakistan to Bombay and avoiding Kashmir, and so toured India through many places in common with your scribe's Indian touring, finally shipping from Chennai to Penang, driving to Singapore and shipping to Perth. Along the way they experienced many kindnesses and few people related problems, the odd border crossing and carnet problems aside.

Perth was very kind to Clive where he worked industriously to replenish his finances and also found his wife Shiela, a Scottish girl to whom he proposed in 10 days. Clearly a man who backed his judgement. After nearly 4 years they continued in Samantha, driving the Nullabor to Sydney via Melbourne. Melbourne was mostly remembered as the city entered through an area with strong abattoir smells, which must have been the Laverton area in 1970. They shipped to New Zealand for 2 months of wet winter motoring then on to Vancouver. They then drove the length of the Americas again reviving memories of places for your scribe of driving the Andes and Atacama Desert, then over the Andes to Buenos Aires. An interesting fact was when crossing the Andes to regain the power lost at altitudes over 15,000 feet Clive halved the spark plug gap. Smart guy. Never heard of that trick. They then shipped to Barcelona to drive overland to UK. On completion, their then 46 year old Austin 7 had done 48,000 miles on the trip. They later returned to Perth and are still members of the local Austin 7 Club.

Hector Macquarrie's book is written a more stilted prose of 90 years ago. They started from Sydney with the 1927



*Argentina—'Our poor little car presented a very sad sight lying on her side in the ditch, with oil floating away on the muddy water.'*

Clive's Austin 7 on its side in Argentina



# Tipo Torque (cont.)

Austin 7 that they had driven to Cape York in 1928. On that trip there were no roads for the very northern end and the success of that trip was a major achievement. After shipping in April 1930 from their native New Zealand their ship sunk with their car some 500 miles out from Auckland. Fortunately the Austin Motor Company replaced their car with a new 1930 model tourer. Skipping South America they drove across the USA and shipped to UK, where the car was provided a thorough overhaul by the Austin factory and a useful box for equipment on a rear luggage carrier. Heading across a cold southern Europe they shipped from Italy to Albania, but only after a virtual brawl by the Italian dockers who believed in being paid twice for their labours. That aside, they left Italy with praise for the progress brought by Mussolini. The roads then deteriorated badly from there to Turkey and followed roughly the later route of Clive Ball. However the roads in Iran were passable, this time due to the British and Russians work during WWI.

When driving India they had arrived in full summer so drove mostly at night as they drove across the northern plains where the day temperatures were often at 45C. Their generator did hold up for the trip and did not mention radiator problems, unlike Clive Ball with his much older car later. They shipped from Calcutta and eventually arrived in Darwin. The road from Darwin is described

as a “merely a blazed trail” and they often ate local, meaning shot a scrub turkey, squatter pigeons or ducks. Finally they completed the circle by arrival in Sydney via Brisbane. I am not sure about keeping a gun under the seat nowadays.

If you wish for a more modern tale, then I suggest Cape Cold to Cape Hot by Richard Pape driving an Austin A90 from North Cape to the Cape in South Africa in 1955.

All this Austin bias makes you wonder why are there no seriously long travels noted for the Fiat 501. Certainly the late Ian Smith made many continental journeys in his 501 from his UK home and Trond Thorbjornsen drove from Oslo to Turin for the Fiat Centenary. Our own Stephen Mayer drove his 501 on several trips over the border to NSW and the ACT but more serious trips I am not aware of. Can anyone enlighten us for an article on Fiat related travels?

A modest trip is planned by the FCCV to Perth as part of the 2026 Centenary of the Fiat Club of WA's trip to the east coast in 1926, but this is nothing compared to a round the world trip. Locally the Ford Model A Club did a round Australia trip to get to their rally in Perth, so just doing the Nullarbor does seem a bit tame.

All the above mentioned books can be loaned by your scribe if interested. Phone 0411 185 779.

Melancholy moments near the centre of the Baluchistan Desert, when “Emily II's” springs collapsed beneath the awful load we had asked her to carry. Dick tying them up with miles of string.

Page 330



Repairing Austin 7 in Baluchistan

# FCCV COVID-SAFE BOOKINGS

The way we operate throughout 2021 will be determined by guidelines and rules set by State and Federal Governments. There are restrictions on the number of people who can attend meetings and events, ways to ensure social distancing and rules on mask wearing etc. FCCV will operate in the following ways for meetings and events this year

## General Meetings

We will continue to use Eventbrite (the bookings platform used for the February General Meeting) to register bookings. A Fiat Pronto will be sent to all members with a link to the booking for the event. You click onto that link and it will take you through the process and confirm our “ticket”. If the number who can attend is exceeded then you will be informed. The club will then generate a list and your name will be ticked off on your arrival.

## Event

The Event Organiser or the Co-ordinator for events run by other organisations, will be required to submit a plan of the event to the Committee for approval before it is added to the Club Calendar. This plan must include all COVID Safe recommendations in place at the time of submission and will need to be adjusted if levels of restrictions change prior to the event.

All events that we advertise in FIATmonth or Fiat Pronto will either use Eventbrite or will have the contact details of the organiser, email address and phone number. If we are not using Eventbrite bookings for an event, you will need to contact the organiser if you want to participate and your name will be added to the list, or if the maximum number for the event has been reached you will be notified and your name added to a waiting list. If there are any cancellations, you will be informed.

## Masks

It is important that as a club we keep abreast with the rules for wearing masks. These rules have changed a number of times recently but it is our responsibility to know what is required for each event we are involved in.



## Members without email access

For the small number of members who do not have email, you will be linked to a Committee Member who will contact you and assist with registering if you wish to attend a meeting or event.





## Caffe di sabato - February, Veneto Club, Outdoor Area

By Lyn Bartold, Paul Pozzobon

Photos Paul Pozzobon, Peter Bartold, Joe Sammut

The Veneto Club, outdoor area has been the ideal spot for our Caffe di sabatos for the past few months. Not only is it a large area which allows us to follow social distancing guidelines but we can also park our cars in the adjacent area, creating an excellent display. Once again, we had a great turn out for our February event with a number of new members in attendance. It was good to see Jean-Luc Dal Pra and Danielle Blaschuk, who are owners of a Fiat 501 as well as Jo Sammut and Di (yes another Joe Sammut!!), Dominic and Anna with their 1100 and Sam and Bernice Modica in their 124 Coupe

Marcus Bartlett with his 500 Giardiniera, although not a new member does not get the opportunity to get to many Caffe di sabato but who I had invited along so that his car could be part of our photo shot for the Front Cover.



## February General Meeting - Live at the Veneto Club

We had a good attendance for our first **LIVE** General Meeting since this time last year and our booking platform, Everbrite, successfully allowed members to book in and we had control over numbers present. We returned to the Gondola Room which has a COVID safe capacity of 72 and were able to conduct the meeting as normal. We even had a group of 25 dining in the Bistro, pre-meeting as we usually do.

It was great to have Life Member, Jon Carrol, who now resides on the Sunshine Coast join us and president, Roger did the sums and found, with Jon's presence, we actually had 11 of our 20 possible Life Members in attendance – a great effort!!

It is our intention that Live meetings will continue each month, unless there are changes to COVID rules that would prevent them going ahead. Make sure you read the item on Bookings on the inside back cover of this FIATmonth as Booking In will be a necessary way of life for us for some time to come.



# Wings, Wheels and Coffee

By Joe Sammut  
Words and Photos

## Bacchus Marsh Run Sunday February 7th

A small number of FCCV members took the opportunity to be part of a run to Bacchus Marsh to be part of the Wings and Wheels event. The group met at Port Melbourne for a short drive to Altona where we met up with a group of cars from the Men's Shed. The group departed for a 40 min, 50km drive to Bacchus Marsh Air Field.

There were many cars and also planes on display at the show and it was an opportunity to get together with club members and other like-minded enthusiasts for a great day





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## FCCV FEATURES IN THE CURRENT SERIES OF HARROW ON THE ABC

Any of you who are fans of the ABC Series Harrow, will know that Harrow's everyday car was a 124CC in Series 1. Unfortunately it was torched by a baddie so in the current series he has been driving a modern 500. In this series he collects his car from the repairer (passing over a large pile of cash for the job) and drives off with the FCCV sticker prominent on the back window!!a





# ***Coming Events***

## **WE ARE BACK !!**

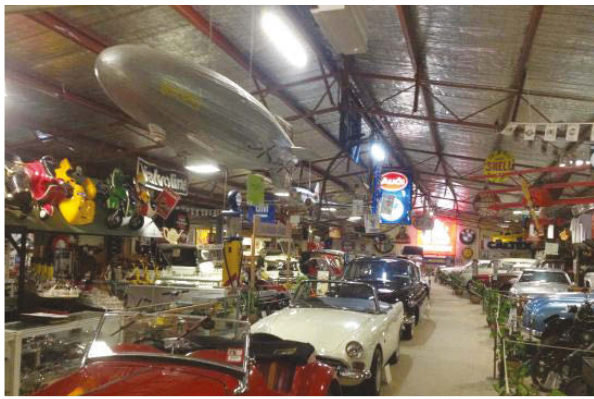
We are finally able to report on some events we have run and advertise some coming events that will take place in the next few months.

### **General Meetings**

March 11th 8pm Veneto Club  
April 8th 8pm Veneto Club  
May 13th 8pm Veneto Club

### **Caffe di sabato**

March 6th  
Veneto Club  
April 10th  
Veneto Club  
May 1st  
Veneto Club



### **Mornington Peninsula Run**

*Sunday 28th March*

*Join us for a run, visit to Charlie's Auto Museum and Lunch*

Contact Sandro Cesario



### **Run to Autotalia Queanbeyan, ACT**

*Frid 9th- Sun 11th April*

Friday 9 Depart Melbourne for overnight stay - Gundagai?  
Sat 10 Drive to Queanbeyan- meet with ACT Club  
Sunday 11 Attend Autotalia  
Depart for home at own pace

Contact Roger Beattie for further information  
0400 177 278



*Contact Rob Judd if you are  
interested in participating  
0438 871 044*

Prior bookings are essential for all these events.  
Fiat Pronto (mailchimp) will have details closer to the date.